

MORGAN'S STREET RAILWAYS.

Surface Road Systems of Seven Cities in the Financier's Control.

GREAT PLANS ON FOOT.

Chicago, Boston, Pittsburg, Philadelphia, Baltimore and St. Louis in the Deal.

OPERATES THROUGH FRIENDS.

A Group of Magnates, Headed by the New Yorker, Already Controls \$170,000,000 of Street Railway Capital.

The street railway properties of seven of the principal cities of the United States have fallen into the control of J. Pierpont Morgan and his friends.

The Journal on Saturday told how Mr. Morgan's grasp was on a billion dollars' worth of railroads. Sunday the Journal told how, by means of the third rail system, applied to these properties, he would soon enrich himself at least \$200,000,000. To-day the story is of his street railway ventures, now progressing smoothly toward the monopoly of that prosperous business in seven great centres of population.

The consolidation of interests has not been perfect. Mr. Morgan's son, J. Pierpont Morgan, Jr., said yesterday that there was no consolidation. Yet Wall Street man, and the street railway magnates of the seven cities concerned, know that the banker's grasp is tightening on these valuable properties, that his genius for organization is showing itself in their conduct, and that sooner or later, with half a dozen associates, he will be in full control.

Accumulating Securities.

For five years Mr. Morgan has been accumulating street railway stocks and bonds. He did not get into it through the needs of his pet manufacturing enterprise. That concern, organized in 1892, built dynamos and motors and installed electrical plants. A large number of street companies were not prosperous at the time. The change to a deal equipped by 90 per cent of all the street railroads on the ground.

A large proportion of them borrowed money for their new equipment through Mr. Morgan's banking house. Despite their expenditures and the hard times they began to make money.

But Mr. Morgan did not relinquish his hold on them. On the contrary, he added to his powers as a creditor by becoming a stockholder.

The West End Railway Company and the Boston Elevated Railway Company, of Boston, representing an aggregate capital of \$25,000,000, and the Chicago General Electric Railway Company, capitalized at \$30,000,000, are the only companies in which Mr. Morgan is known to hold direct control of the stock. Of these companies the West End is the only one with established lines.

The West End Company's capital stock amounts to \$15,455,000, of which more than one-third is owned by J. Pierpont Morgan, Jr., and his associates. These shares are voted together, so that the control of the property goes with them. The company is a subsidiary of Boston's local traffic. This company's stock is to be distributed pro rata among the holders of West End stock, so that the transportation problem in Boston will continue in the hands of Mr. Morgan and his friends.

The Boston Elevated Railway Company organized to operate the West End surface lines, and the city of Boston, under the last annual report, cost of road, equipment and real estate, \$24,243,073; funded debt, \$9,005,000; gross income, \$8,241,685; dividends, 1,147,680; surplus, \$67,788.

The Boston Elevated Railway Company is to absorb the West End and to enjoy a thirty-year monopoly of Boston's local traffic. This company's stock is to be distributed pro rata among the holders of West End stock, so that the transportation problem in Boston will continue in the hands of Mr. Morgan and his friends.

The Boston Elevated Railway Company organized to operate the West End surface lines, and the city of Boston, under the last annual report, cost of road, equipment and real estate, \$24,243,073; funded debt, \$9,005,000; gross income, \$8,241,685; dividends, 1,147,680; surplus, \$67,788.

Mr. Morgan's foothold in Chicago has been gained in two ways. The Yerkes lines in that city, which were equipped with electrical apparatus from Mr. Morgan's Schenectady works, floated their equipment bonds through Mr. Morgan's influence in New York. This was the beginning of an alliance that has been strengthened by more recent complications in the street railway situation in Chicago.

When Mr. Morgan's plans are fully matured, he and his associates will control nearly every property in the seven cities named.

The thirteen systems involved in this enormous consolidation are capitalized at \$166,967,700. The total capitalization of all street railways in the seven cities is but five times greater—\$784,813,781. Of the 144,546 men employed in street railway business of the country, Mr. Morgan's lines now have 46,000 on their pay rolls.

Something over \$50,000,000 is annually paid into the treasuries of Mr. Morgan's street railways in the seven cities. This is the largest sum of money paid into the treasuries of any one man in the United States.

Several of the lines in the Morgan group are now being equipped with the General Electric underground conduit system.

The plan for the future is said to include the equipment of all lines with this system, except the suburban lines, on which the third-rail system will be used.

Now for Morgan's Plot.

Lehigh Valley Directors to Meet To-day, and Radical Changes in the Management Are Expected.

The regular meeting of the Directors of the Lehigh Valley Railroad Company will occur to-day in Philadelphia. As has been told by the Journal, J. Pierpont Morgan is in control of the property and proposes to change the management to suit his own will. It is a foregone conclusion that E. P. Wilbur, the president, will tender his resignation. In railway circles his resignation is expected at to-day's meeting.

Whether Mr. Morgan will put in his own management at once or not is a matter of conjecture.

Since the exclusive account in the Journal of the control of the Lehigh Valley by Morgan was secured by Mr. Morgan in the interest of the New York Central and the Vanderbilt system, the stock has advanced steadily. According to advices received from Philadelphia yesterday, the demand for high stock for New York parties forced the price up from 28 to 30.

FOUGHT IN THE STREET.

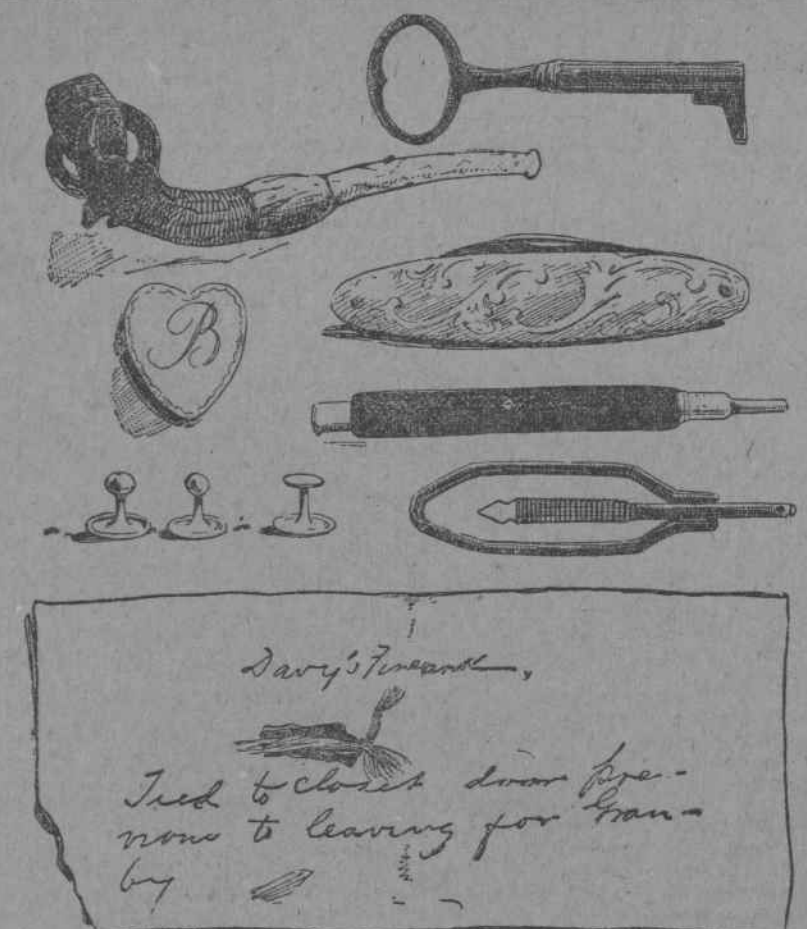
Two Statesmen in Buenos Ayres Have a Duel, in Which Both Are Wounded.

Buenos Ayres, July 12.—Julio Costa, formerly Governor of the province of Buenos Ayres, and Mariano Páramo, a member of the House of Deputies, between whom there exists an old feud, met upon the street today and began firing at each other. Both are the combatants were seriously wounded.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.



Effects Found on the Unknown North River Suicide.

THE body of the man who, with "Little David's Firecracker" carefully done up in a package close to his heart and with verses and quotations of mournful trend in his pocket, jumped into the North River at the foot of West Eighty-first street early Sunday morning and was drowned, is still at the Morgue unidentified. The initials of his name were undoubtedly "D. B.," as those letters are on his cuffs, collar and handkerchief.

The monogram of "D. B." is also on his cane, and the further initials of "W. B. D." are evidence of a composite character, the middle letter standing for the surname, the third for his own given name, and the first probably for that of his wife. One of the little silver plates on his cane shows Mutillo's Virgin, with the serpent beneath her feet, and the figure is within a Maltese cross. The "D" doubtless stands for David, as "David" is the name of the boy whose death he mourns. His scarp pin is a green beetle.

On another plate of the cane is a copy of an ancient Roman coin. The man has evidently been a traveler, as his shoes are from Boston, his necktie from Newark and his shirt from a Sixth avenue store. In his hat is the label "Avalon, London," and on a separate label the words: "The United Hatters of North America."

Captain Jacobson, of the barge Bianche L., who saw him in the water, says that when he threw a rope to him and called to him to seize it, the man deliberately ducked his head to avoid it. Captain Green, of the D. L. & W. barge No. 3, says he remembers having seen the man some weeks ago in Hoboken. The man's portrait was printed in yesterday's Journal.

John Murphy, of No. 402 Second avenue, said at the Morgue last night he thought the body was that of David Debus, formerly a prominent turfman, and at one time well known at Saratoga. Murphy left the Morgue to try and find a brother of Debus.

Baltimore, Philadelphia and St. Louis, however, where the consolidations are not yet complete, great secrecy has been observed. It has been known in St. Louis for some time that the city is in the hands of Eastern capitalists to secure what is known as the Missouri system, comprising the Olive street cable, the Manchester electric and the Levee electric lines. Charles T. Yerkes, of Chicago, was supposed to be at the head of this syndicate. The lines were sold through to the city for a valuation of \$4,000,000, and \$2,377,000 paid down, but St. Louis capitalists figured as the purchasers, and the sale was not recognized as the city's.

The Missouri lines are the most valuable properties in the city, covering the retail shipping district downtown, the fine residence portion of the West End, with hotel, street car and the leading hotels, Union Station and the parks. The gross receipts for 1896 per mile of track were \$27,848, the largest in the city. The smallest in the city, percentage of income, is expected at to-day's meeting. Whether Mr. Morgan will put in his own management at once or not is a matter of conjecture.

Some months ago a number of London capitalists were in St. Louis inspecting the Broadway line property. It is said that these Londoners have connection with Morgan.

Will Be a Dictator.

When Mr. Morgan's plans are fully matured, he and his associates will control nearly every property in the seven cities named.

The thirteen systems involved in this enormous consolidation are capitalized at \$166,967,700. The total capitalization of all street railways in the seven cities is but five times greater—\$784,813,781. Of the 144,546 men employed in street railway business of the country, Mr. Morgan's lines now have 46,000 on their pay rolls.

Something over \$50,000,000 is annually paid into the treasuries of Mr. Morgan's street railways in the seven cities. This is the largest sum of money paid into the treasuries of any one man in the United States.

Several of the lines in the Morgan group are now being equipped with the General Electric underground conduit system.

The plan for the future is said to include the equipment of all lines with this system, except the suburban lines, on which the third-rail system will be used.

Now for Morgan's Plot.

Lehigh Valley Directors to Meet To-day, and Radical Changes in the Management Are Expected.

The regular meeting of the Directors of the Lehigh Valley Railroad Company will occur to-day in Philadelphia. As has been told by the Journal, J. Pierpont Morgan is in control of the property and proposes to change the management to suit his own will. It is a foregone conclusion that E. P. Wilbur, the president, will tender his resignation. In railway circles his resignation is expected at to-day's meeting.

Whether Mr. Morgan will put in his own management at once or not is a matter of conjecture.

Since the exclusive account in the Journal of the control of the Lehigh Valley by Morgan was secured by Mr. Morgan in the interest of the New York Central and the Vanderbilt system, the stock has advanced steadily. According to advices received from Philadelphia yesterday, the demand for high stock for New York parties forced the price up from 28 to 30.

FOUGHT IN THE STREET.

Two Statesmen in Buenos Ayres Have a Duel, in Which Both Are Wounded.

Buenos Ayres, July 12.—Julio Costa, formerly Governor of the province of Buenos Ayres, and Mariano Páramo, a member of the House of Deputies, between whom there exists an old feud, met upon the street today and began firing at each other. Both are the combatants were seriously wounded.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

For who to drink you usefulness
a piece
This pleasant and pleasant being
ever, and
Left the warm presents of
The cheerful day longer
Nor cast one longing glance
ing, look behind



THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

THUNDERBOLT DEALS DEATH.

Continued from First Page.

bound, as if by the force of a collision, one apparently leaving the body by the big toe and the other by the heel. The shoe on this foot was torn to pieces. The lightning struck the body of the man, and he fell on his back, his head striking the ground. He was dead before he had time to utter a cry.

COMFORT FROM WAVE. LINGUIST AND TEACHER SUICIDE.

Dunn's Figures Show We Are Not So Warm as We Were Last August.

STILL WE ARE SIZZLING.

It's the Humidity That's Playing the Mischief, Making the Temperature Blush.

HOW FAST IT'S KILLING US.

Since the Torrid Spell Began Thirty Have Been Mortally Affected, and Prostrations Run Up to Double That Number.

HOT WAVE WRECKS.

Deaths from heat in New York and Brooklyn since July 6..... 30
Prostrations..... 60

KILLED BY HEAT YESTERDAY.

COLLINS, JAMES, fifty years old; stricken in front of his home, at No. 70 Fulton street, Brooklyn, and died before the arrival of a doctor.

DIHIASSO, CAMILLA, seven months old, of No. 70 Eleventh avenue.

FORD, JOHN, forty years old, of No. 501 Broome street.

HIGGINS, MRS. ANNIE, seventy years old, of East Eighty-fourth street; overcome in Central Park, near Seventy-second street, West; died later in Presbyterian Hospital.

LANDE, JAMES, fifty-eight years old, of No. 15 Batavia street.

MORRIS, FRANCES A., five months old; died at her home, No. 400 West Fifty-fourth street.

PROSTRATIONS.

NELSON, THOMAS, aged thirty-five, of No. 332 West Forty-first street.

BODGETT, CHARLES, aged seventy-five; no home.

MCANUR, JOHN, aged twenty, of No. 340 East Twenty-first street; driver.

SMITH, MARY ELLEN, aged thirty-one, of No. 144 West Forty-third street.

QUINN, ELLA, forty-five years old, of No. 845 Bedford avenue, Brooklyn.

WOODS, JOHN, thirty-seven years old, of No. 245 West Forty-first street.

RAY, MINNIE, colored, twenty-one years old, of No. 263 East Twenty-second street.

CAULANO, ANNIE, aged three years, of No. 124 Hudson street.

The day opened as the hottest of the series which, beginning last Tuesday, has made life a burden throughout the country ever since.

At 8 o'clock in the morning there were 92 degrees of humidity in the air, a condition more oppressive than the same degree of temperature.

All through the day the humidity exceeded the temperature, the average of the former being 82 degrees, while the highest point reached by the official mercury during the day was 78 degrees.

The week of hot weather that ended yesterday has not been abnormal, unless the figures lie to the extent popularly imagined. The average temperature since July 1 has been only a degree and a half above the average for each day; or, in other words, the accumulated excess of temperature since July 1 has been only 19 degrees.

Comparison of the maximum official temperatures for the famous hot week of August, 1896, with those of the week just ended will show that, but as we think we have been having it, it is still a great relief.

The unbated table will show the temperature during the week for each day, as well as the average for the week. It will be seen that there is a difference of nearly 10 degrees in favor of the present week.

Why We Are "Not So Warm."

Maximum temperature during torrid week ending August 6, 1897.

August 6..... 88
" 7..... 81
" 8..... 81
" 9..... 81
" 10..... 81
" 11..... 81
" 12..... 81
Average temperature for week, 82.7 degrees.

The shower which fell about 1 o'clock yesterday afternoon drove about eighteen degrees of humidity out of the atmosphere, and was followed by a fresh breeze from the southeast, which gradually increased in power until at 4 o'clock it had attained a velocity of 18 miles an hour.

Shower were also reported over the Lake region and the Northern States, with cooler weather in all except the northwest.

Forecasters, however, look confidently for cooler conditions to-day. He said he looked for little more extreme.

The excessive heat has been especially hard on the babies. This the show also showed, where it was reported to be growing warmer again. Forecaster Dunn, however, looks confidently for cooler conditions to-day. He said he looked for little more extreme.

Mrs. Wheeler Handed Them, on Asbury Park Beach, to Miss O'Neill, Who Lost Them.

Mrs. Wheeler, of New York, a guest at the Columbia Asbury Park, N. J., visited the beach there yesterday afternoon with Miss O'Neill, a sister of Mrs. Henry Miner, and Mrs. W. J. Kenney, wife of ex-Superintendent of New York.

The trio sat in the sand for some time, when Mrs. Wheeler decided to bathe. Removing her diamonds, valued at \$1,000, she placed them in a handkerchief, together with her purse, which contained \$20.

The handkerchief and its contents she turned over to Miss O'Neill for safe keeping.

Later Miss O'Neill decided to bathe. Before entering her bath house she opened the handkerchief and discovered that the diamonds and purse were missing. She at once repaired to the sand and searched diligently for the lost articles, but could not find them.

The trio assisted in the search, and found a clew, which they claim, will lead to the recovery of the valuables. It is supposed they were picked up by a little girl, who sat near Miss O'Neill when the package was handed over to her by Mrs. Wheeler.

ICE TRUST INDICTED.

Nine Dealers and Manufacturers in Nashville Arrested and Released on Bond.

Nashville, Tenn., July 12.—The Grand Jury, in pursuance of a recent charge of Judge Anderson directing an investigation of the alleged formation of an ice trust or combine, has returned indictments against nine of the leading ice manufacturers and dealers in the city. They are charged with having formed a trust in combination to control the supply and advance the price of ice. Nearly all were at once arrested and gave bond, the others will do so to-day.

Two 24-hour limited trains each way, every day, will be run between New York and Chicago, via New York Central and the Michigan Central and Lake Shore connections.—Advt.

Mrs. Pauline Richter Had Travelled All Over the World.

TOOK POISON IN THE PARK.

In Japan She Taught English, and She Was Governess for a Viscount.

DISAPPOINTMENTS AND POVERTY.

She Tried as a Waitress at Far Rockaway, but It Was Too Hard and She Gave It Up—Her Husband in Japan.

Several little boys and girls were playing yesterday afternoon between the Conservatory Lake and the East Drive, Central Park, when their game was disturbed by a moan from the bushes.

The children crept to the spot and there amid the foliage and flowers lay a young woman, perhaps thirty. She was tall and pretty and had on a black skirt, a stylish bright shirt waist, a jaunty sailor hat and oxford ties. She was unconscious.

"Oh, she's dead! She's dead!" screamed the children, and the words brought Police-man Joseph Verity to the place. The odor of carbolic acid explained the situation.

A Presbyterian Hospital ambulance was summoned.

The woman had with her a white umbrella, a purse containing \$11.00, and a bundle of papers and letters. The latter told the story of her life. (She was Mrs. Pauline Richter, a teacher and traveler. She had been over the world three times. She knew several languages and was especially proficient in Asiatic tongues. In 1888 she accepted a position in Saigon, Japan, to teach English to the Higo-Dyos-Shu-Vivual, a society for the study of occidental tongues. The contract was found among her papers. A long spell of illness broke her contract. She spent many months in a hospital at Saigon, and then she found herself friendless and penniless.

A letter written by her, for what purpose it is hard to